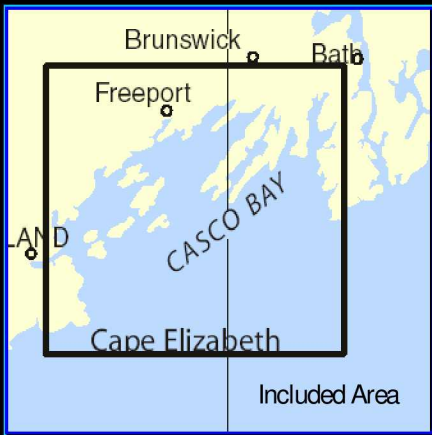


BookletChartTM

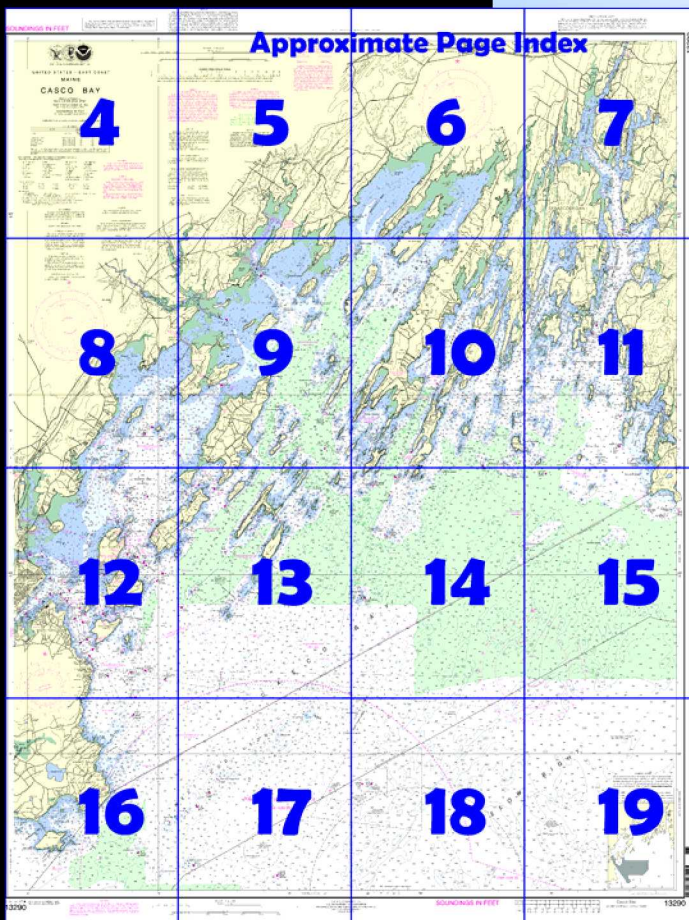
Casco Bay

(NOAA Chart 13290)



A reduced scale NOAA nautical chart for small boaters. When possible, use the full size NOAA chart for navigation.

- ☒ Complete, reduced scale nautical chart
- ☒ Print at home for free
- ☒ Convenient size
- ☒ Up to date with all Notices to Mariners
- ☒ United States Coast Pilot excerpts
- ☒ Compiled by NOAA, the nation's chartmaker.



Home Edition (not for sale)



What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

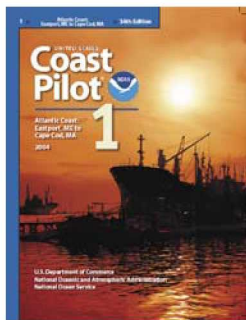
This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.



[Coast Pilot 1, Chapter 8 excerpts]

(438) In the eastern part of **Casco Bay**, the best anchorage for strangers is in New Meadows River. Local fishermen and yachtsmen frequently use Sebasco and Cundy Harbors. Potts Harbor, Harpswell Harbor, and Mackerel Cove are good anchorages in the middle of the bay for small vessels and yachts.

(443) The velocity of the tidal current at strength is about 1 knot in the entrance to Portland Harbor and in Hussey and Broad

Sounds. In the open waters of the bay it is generally 0.5 knot or less.
(452) There is good anchorage in the harbor for small craft and in the tributary harbors of Fish House Cove, West Point Harbor, and Cape Small Harbor, but the bottom shoals too rapidly in **Tottman Cove**, north of **Flat Point**, for good anchorage.

(455) The passage between Goose Rock and **Mill Point** is sometimes used by local fishing craft, but is not recommended for strangers. The best water is reported to be obtained by entering northward of Goose Rock and then favoring the eastern shore until abeam of the northern extremity of Mill Point, then favoring the west side of the two islets eastward of Mill Point until southward of the fish pier at the lobster pound. The channel eastward of the islets should be used only at high water. There is reported to be 18 feet at the fish pier; gasoline is available. A marine railway at the pound can haul out craft up to 60 feet in length.

(460) There are numerous fish wharves and several service wharves along the east side of the thorofare at the fishing village of **West Point**. Two of the service wharves in the southern part of the thorofare, West Point Harbor, have gasoline available; depths of 4 to 5 feet are reported alongside. The more southerly of the two wharves also has diesel fuel available; groceries, ice, and some marine supplies can be obtained at the other wharf. Good anchorage in 15 feet, muddy bottom, but exposed to southerly weather, can be found off these wharves. Another service wharf with 6 feet reported alongside is near the northern end of the thorofare; gasoline and diesel fuel can be obtained here.

(465) **Sebasco Harbor**, a good anchorage for small vessels.

(468) **Sebasco Estates** is a summer resort on the east side of Sebasco Harbor. A pier with a float landing has a depth of 8 feet. Gasoline and water are piped to the float in summer, and a dockmaster is in attendance. Provisions, ice, boat hire, lodging, restaurant, and laundromat are available.

(471) The thorofare leading northward of **Harbor Island** and eastward of **Malaga Island**, marked by two buoys, is easily navigated by small craft. It is used considerably as an anchorage by small fishing craft.

(478) **Cundys Harbor** is a village on the western side of the harbor. Diesel fuel is available at the wharf. Two service wharves with float landings, one just southward of the fish wharf and the other about 0.2 mile to the northward, have reported depths of 10 feet alongside the floats. Gasoline is available at the northerly float, and groceries and some marine supplies can be obtained at the stores on the wharves.

(490) **Quahog Bay** is a narrow arm extending about 4 miles in a northeasterly direction. It offers good anchorage for small vessels.

(498) In **Orrs Cove**, 0.4 mile above Dyer Cove, is a boatyard and marina on the west bank about 0.4 mile below the head. Limited transient berthage, gasoline, diesel fuel, water, electricity, ice and marine supplies are available.

(514) **Mackerel Cove**, in the southwestern shore of Bailey Island on the eastern side of the entrance to Merriconeag Sound, is a good anchorage in 30 to 48 feet for small craft, which use it frequently; it is open southwestward, but a heavy sea seldom enters.

(517) A wharf and marina on the west side near the head has gasoline, diesel fuel, water and electricity at the floats which have 6 to 10 feet reported alongside; ice, some provisions and some marine supplies are available. A restaurant and motel are at the wharf. Overnight berthing is permitted, and guest moorings are maintained. Lodging and a store are available in the village.

(532) There is a thorofare from the north end of Harpswell Sound through **Ewin Narrows, Prince Gurnet, Long Reach, and Gurnet Strait** to New Meadows River. It is occasionally used by local boats. The channel is narrow, has a depth of about 6 feet, and has many dangers; the tidal currents are strong, and the thorofare should not be used by strangers.

(535) The **tidal current** through Gurnet Strait is very strong at strength—estimated at 7 to 8 knots at times—and boats go through only at slack water. The ebb current runs eastward. Low-water slack occurs a little before low water at Portland.

(536) At the strength of the current, there is a difference of elevation of probably 3 feet in the level of the water on either side of the bridge. The flood currents meet in the reach between Prince Gurnet and Gurnet Strait.

Table of Selected Chart Notes

Corrected through NM Mar. 24/07
Corrected through LNM Mar. 20/07

Mercator Projection
Scale 1:40,000 at Lat. 43°42'
North American Datum of 1983
(World Geodetic System 1984)
**SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER**

HEIGHTS
Heights in feet above Mean High Water.

CAUTION
Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

AUTHORITIES
Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

WIRE DRAGGED AREAS
The green tinted area outlined by dashed green lines have been swept clear to at least the depths indicated by the green numbers.

NOTE S
Regulations for Ocean Dumping Sites are contained in 40 CFR, Parts 220-229. Additional information concerning the regulations and requirements for use of the sites may be obtained from the Environmental Protection Agency (EPA). See U.S. Coast Pilots appendix for addresses of EPA offices. Dumping subsequent to the survey dates may have reduced the depths shown.

SUPPLEMENTAL INFORMATION
Consult U.S. Coast Pilot 1 for important supplemental information.

CAUTION
Fixed and floating obstructions, some submerged, may exist within the magenta tinted bridge construction area. Mariners are advised to proceed with caution.

CAUTION
Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117. Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution. Station positions are shown thus:
○ (Accurate location) ◐ (Approximate location)

WARNING
The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

HORIZONTAL DATUM
The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.293" northward and 1.829" eastward to agree with this chart.

CAUTION
Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners. During some winter months or when endangered by ice, certain aids to navigation are replaced by other types or removed. For details see U.S. Coast Guard Light List.

**NOTE B
PRECAUTIONARY AREA**
Traffic within the Precautionary Area may consist of vessels operating between Portland Harbor and one of the established traffic lanes. Mariners are advised to exercise extreme care in navigating within this area. Recommended traffic lanes have been established for the approaches to Portland Harbor. See chart 13260 and 13286.

AIDS TO NAVIGATION
Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

CAUTION
SUBMARINE PIPELINES AND CABLES
Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:

Pipeline Area

Cable Area

Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling. Covered wells may be marked by lighted or unlighted buoys.

RADAR REFLECTORS
Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

POLLUTION REPORTS
Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

NOTE Z
NO-DISCHARGE ZONE, 40 CFR 140
Under the Clean Water Act, Section 312, all vessels operating within a No-Discharge Zone (NDZ) are completely prohibited from discharging any sewage, treated or untreated, into the waters. All vessels with an installed marine sanitation device (MSD) that are navigating, moored, anchored, or docked within a NDZ must have the MSD disabled to prevent the overboard discharge of sewage (treated or untreated) or install a holding tank. Regulations for the NDZ are contained in the U.S. Coast Pilot. Additional information concerning the regulations and requirements may be obtained from the Environmental Protection Agency (EPA) web site: http://www.epa.gov/owow/oceans/regulatory/vessel_sewage/.

NOTE A
Navigation regulations are published in Chapter 2, U.S. Coast Pilot 1. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 1st Coast Guard District in Boston, MA or at the Office of the District Engineer, Corps of Engineers in Concord, MA. Refer to charted regulation section numbers.

Additional information can be obtained at nauticalcharts.noaa.gov.

SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

CAUTION
This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

NOTE X
Within the 12-nautical mile Territorial Sea, established by Presidential Proclamation, some Federal laws apply. The Three Nautical Mile Line, previously identified as the outer limit of the territorial sea, is retained as it continues to depict the jurisdictional limit of the other laws. The 9-nautical mile Natural Resource Boundary off the Gulf coast of Florida, Texas, and Puerto Rico, and the Three Nautical Mile Line elsewhere remain in most cases the inner limit of Federal fisheries jurisdiction and the outer limit of the jurisdiction of the states. The 24-nautical mile Contiguous Zone and the 200-nautical mile Exclusive Economic Zone were established by Presidential Proclamation. Unless fixed by treaty or the U.S. Supreme Court, these maritime limits are subject to modification.

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

TIDAL INFORMATION				
PLACE		Height referred to datum of soundings (MLLW)		
NAME	(LAT/LONG)	Mean Higher High Water	Mean High Water	Mean Low Water
		feet	feet	feet
Small Point Harbor	(43°44'N/69°51'W)	9.5	9.1	0.3
Cundy Harbor	(43°47'N/69°54'W)	9.6	9.2	0.3
Harpeswell Harbor	(43°46'N/70°00'W)	9.7	9.3	0.3
South Freeport	(43°49'N/70°06'W)	9.7	9.3	0.3
Portland	(43°40'N/70°15'W)	9.9	9.5	0.3
Dashes (- -) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the Internet from http://tidesandcurrents.noaa.gov . (Mar 2007)				

SOUNDINGS IN FEET

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

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Within the 12-nautical mile Territorial Sea, established by some Federal laws apply. The Three Nautical Mile Line, the outer limit of the territorial sea, is retained as it continues to limit of the other laws. The 9-nautical mile Natural Resource of Florida, Texas, and Puerto Rico, and the Three Nautical Mile most cases the inner limit of Federal fisheries jurisdiction of the states. The 24-nautical mile Contiguous mile Exclusive Economic Zone were established by Presidential Decree unless fixed by treaty or the U.S. Supreme Court, these are subject to modification.



UNITED STATES - EAST COAST MAINE

CASCO BAY

Mercator Projection
Scale 1:40,000 at Lat. 43°42'
North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

Additional information can be obtained at nauticalcharts.noaa.gov.

TIDAL INFORMATION

PLACE	Height referred to datum of soundings (MLLW)	Height referred to datum of soundings (MLLW)		
		Mean Higher High Water	Mean High Water	Mean Low Water
Small Point Harbor	(43°44'N/69°51'W)	9.5	9.1	0.3
Cundy Harbor	(43°47'N/69°54'W)	9.6	9.2	0.3
Harpwell Harbor	(43°48'N/70°00'W)	9.7	9.3	0.3
South Freeport	(43°49'N/70°06'W)	9.7	9.3	0.3
Portland	(43°40'N/70°15'W)	9.9	9.5	0.3

Dashes (---) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the Internet from <http://tidesandcurrents.noaa.gov>.
(Mar 2007)

ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)

Aids to Navigation (lights are white unless otherwise indicated):

AERO aeronautical	G green	Mo morse code	R TR radio tower
Al alternating	IQ interrupted quick	N nun	Rot rotating
B black	ISO isophase	OESC obscured	s seconds
Bn beacon	LT LHO lighthouse	OC occulting	SEC sector
C can	M nautical mile	Or orange	St M statute miles
DIA diaphone	m minutes	Q quick	VQ very quick
F fixed	MICRO TR microwave tower	R red	W white
Fl flashing	Mkr marker	Ra Ref radar reflector	WHS whistling
		R Bn radiobeacon	Y yellow

Bottom characteristics:

Blds boulders	Co coral	gy gray	Oys oysters	so soft
Bk broken	G gravel	h hard	Rk rock	Sh shells
Cy clay	Grs grass	M mud	S sand	sy sticky

Miscellaneous:

AUTH authorized	Obstr obstruction	PD position doubtful	Subm submerged
CD existence doubtful	PA position approximate	Rep reported	

(1) Wreck, rock, obstruction, or shoal swept clear to the depth indicated.
(2) Rocks that cover and uncover, with heights in feet above datum of soundings.
COLREGS: International Regulations for Preventing Collisions at Sea, 1972.
Demarcation lines are shown thus: - - - - -

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

HEIGHTS

Heights in feet above Mean High Water.

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.293" northward and 1.629" eastward to agree with this chart.

CAUTION

Temporary changes or defects in aids to

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

NOTE B PRECAUTIONARY AREA

Traffic within the Precautionary Area may consist of vessels operating between Portland Harbor and one of the established traffic lanes. Mariners are advised to exercise extreme care in navigating within this area.

Recommended traffic lanes have been established for the approaches to Portland Harbor. See chart 13260 and 13286.

CAUTION

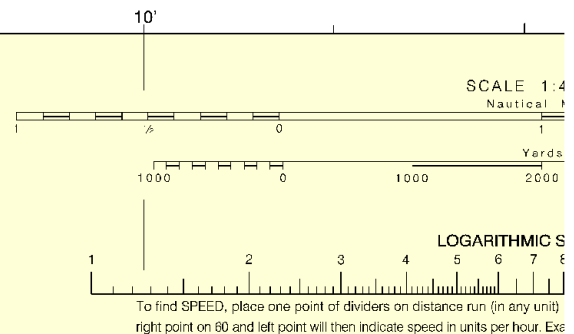
Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

ROYAL RIVER

The controlling depth was 8 feet for a width of 100 feet in the entrance channel to the first turn at Parker Point from May 1963 - Jan 1997; thence 5 1/2 feet for a width of 80 feet to position 43°47'51"N, 70°10'35"W; and 4 feet in the anchorage basin.



To find SPEED, place one point of dividers on distance run (in any unit) right point on 60 and left point will then indicate speed in units per hour. Ex

NOTE Z

NO-DISCHARGE ZONE, 40 CFR 140

Under the Clean Water Act, Section 312, all vessels operating within a No-Discharge Zone (NDZ) are prohibited from discharging any sewage, treated or untreated, into the waters. All vessels with an installed marine sanitation device (MSD) that are navigating, moored, anchored, or docked within a NDZ must have the MSD disabled to prevent the overboard discharge of sewage (treated or untreated) or install a holding tank. Regulations for the NDZ are contained in the U.S. Coast Pilot. Additional information concerning the regulations and requirements may be obtained from the Environmental Protection Agency (EPA) web site: http://www.epa.gov/owow/oceans/regulatory/vessel_sewage/.

CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light List and National Geospatial-Intelligence Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:

(●) (Accurate location) (○) (Approximate location)

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

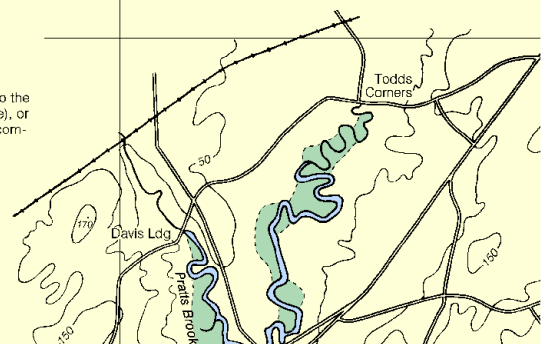
NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Portland, ME	KDO-95	162.55 MHz
Dresden, ME	WXM-60	162.475 MHz

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.



Joins page 8 Dec 2003

Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.

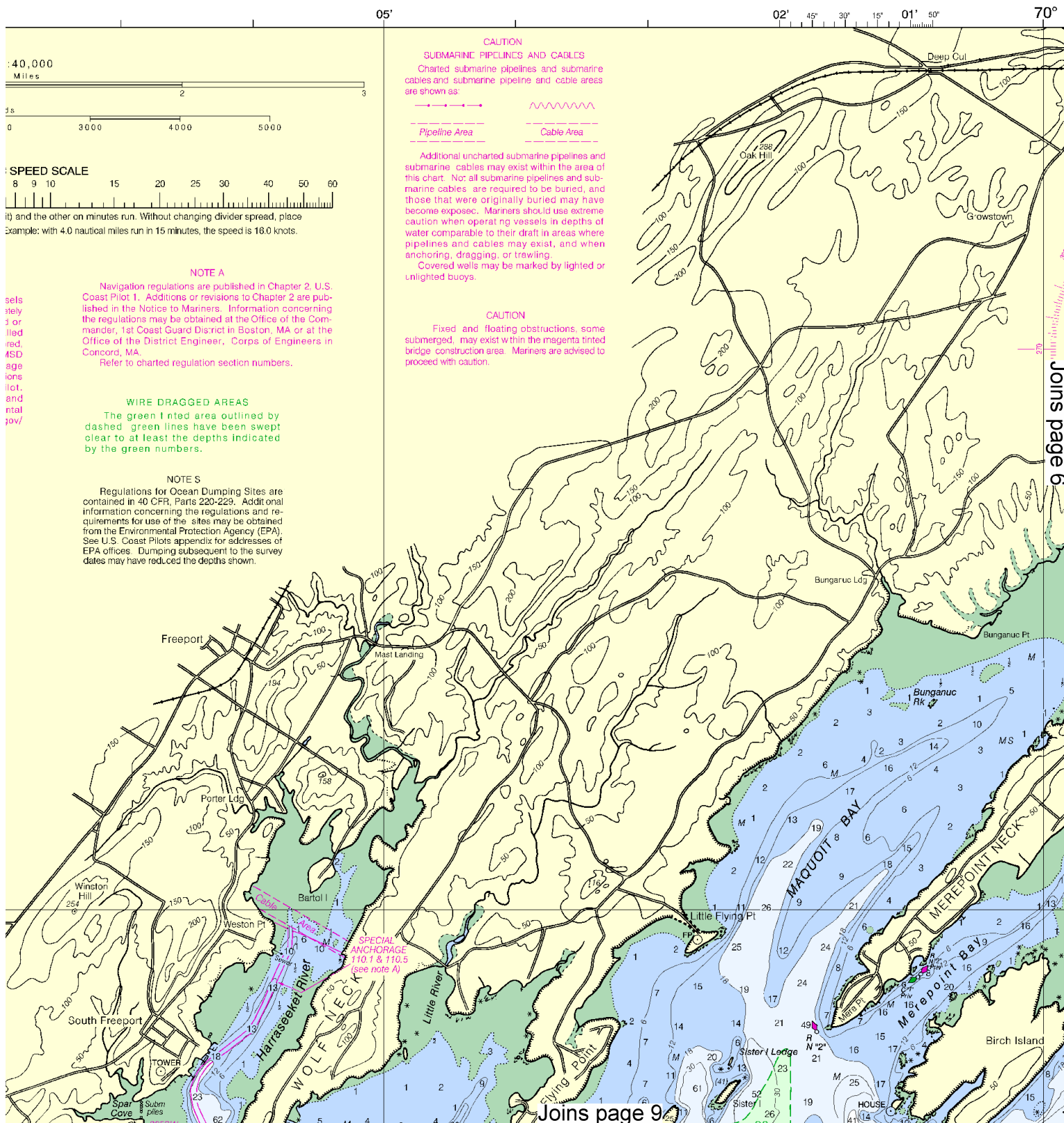


4



by Presidential Proclamation,
previously identified as the
s to depict the jurisdictional
Boundary off the Gulf coast
1 Mile Line elsewhere remain in
on and the outer limit of the
us Zone and the 200-nautical
Presidential Proclamation.
maritime limits are subject

Formerly C&GS 315, 1st Ed., June 1970 C-1946-662 KAPP 2052



This BookletChart was reduced to 75% of the original chart scale.
The new scale is 1:53333. Barscales have also been reduced and
are accurate when used to measure distances in this BookletChart.



Printed at reduced scale.

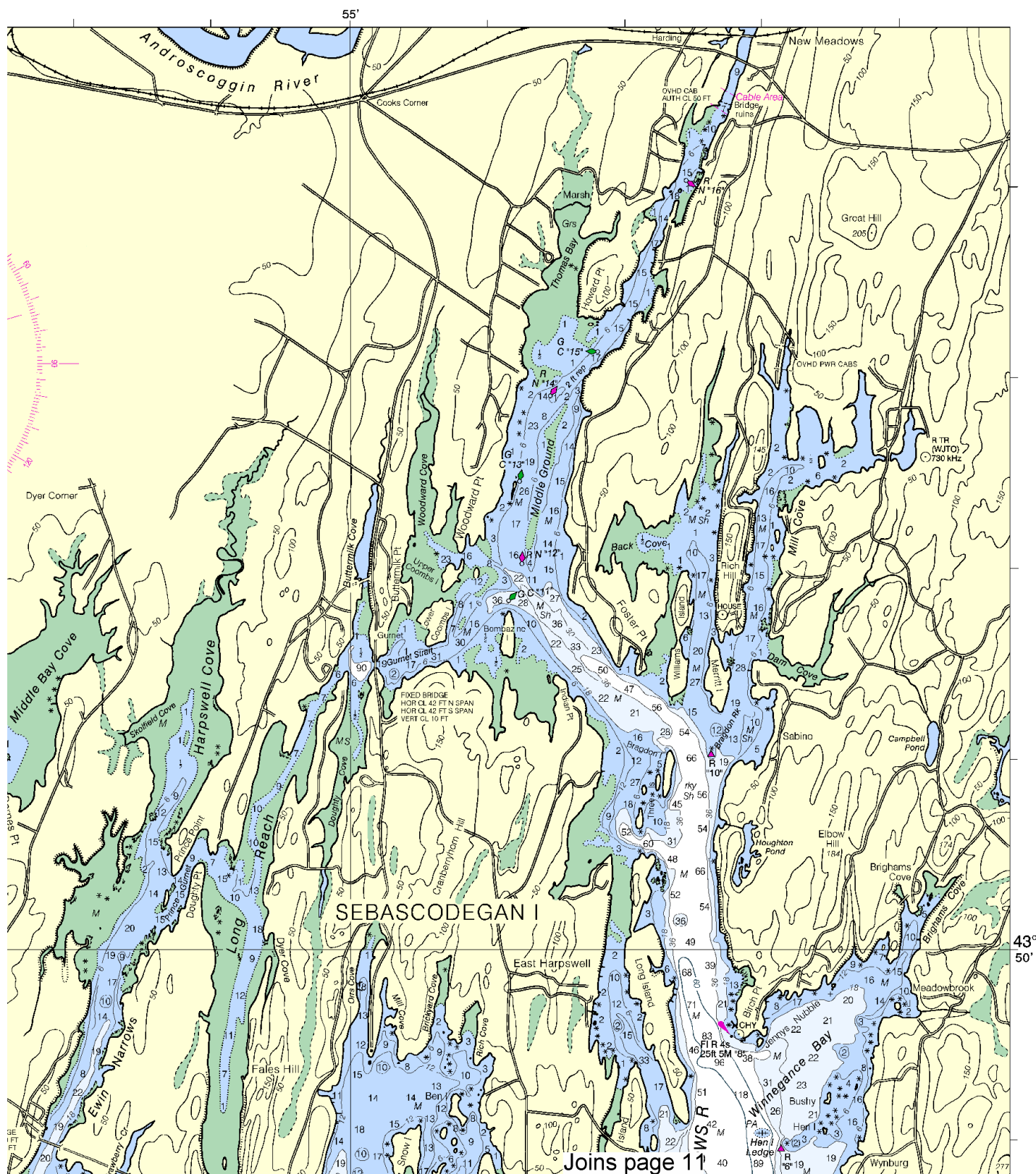
SCALE 1:40,000
Nautical Miles

See Note on page 5.



PRINT-ON-DEMAND CHARTS

NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 5-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact NOAA at 1-800-584-4683, <http://NauticalCharts.gov>, help@NauticalCharts.gov, or OceanGrafix at 1-877-56CHART, <http://OceanGrafix.com>, or help@OceanGrafix.com.



13290

This BookletChart has been updated with: Coast Guard Local Notice To Mariners: 0710 2/16/2010,
 NGA Weekly Notice to Mariners: 0910 2/27/2010,
 Canadian Coast Guard Notice to Mariners: 1209 12/25/2009.



Joins page 4

The controlling depth was 8 feet for a width of 100 feet in the entrance channel to the first turn at Parker Point from May 1963 - Jan 1997; thence 5½ feet for a width of 80 feet to position 43°47'51"N, 70°10'35"W; and 4 feet in the anchorage basin.

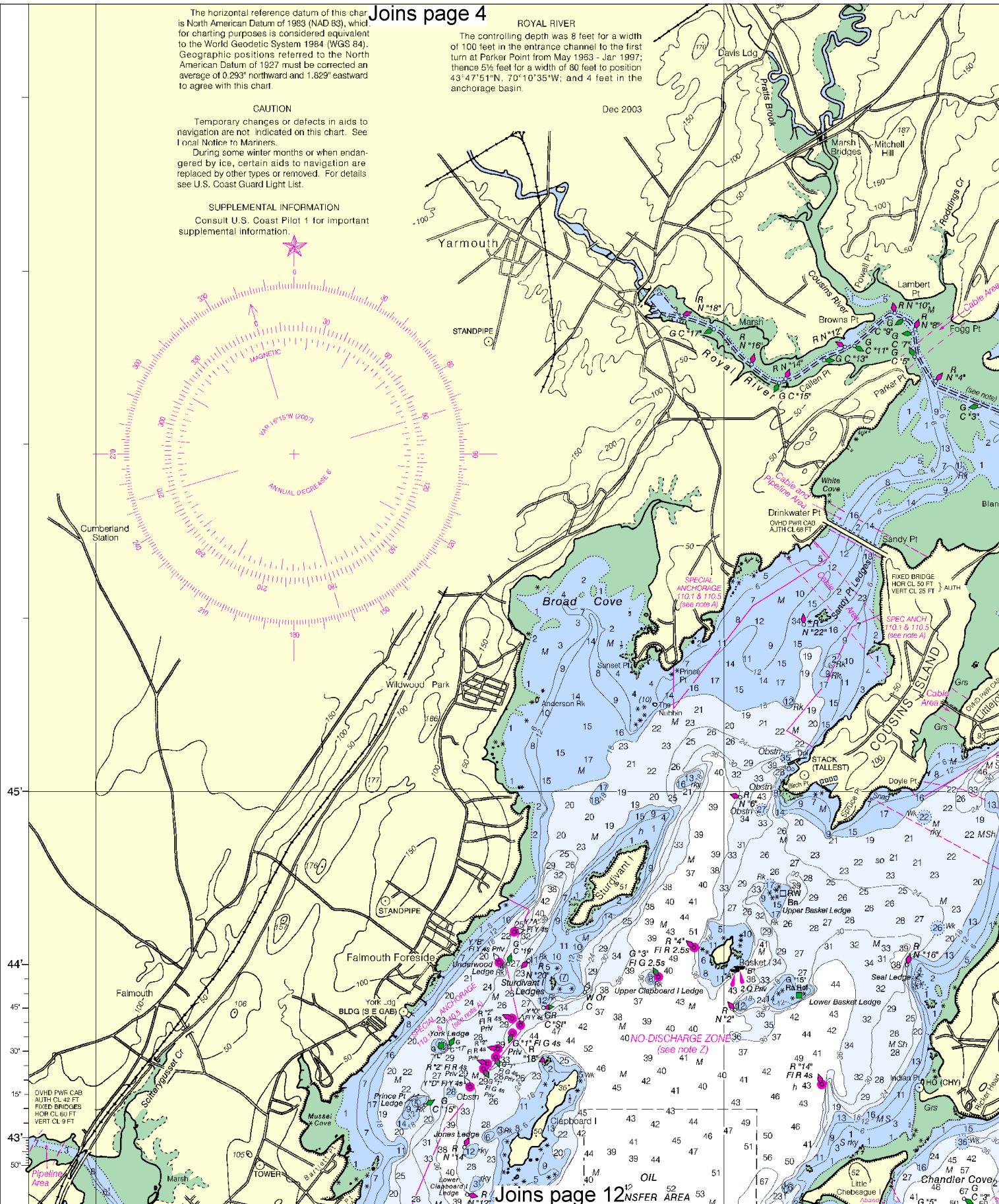
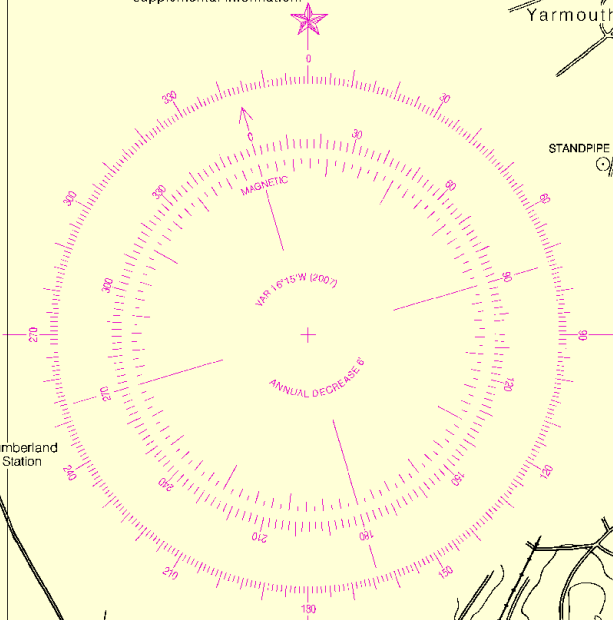
Dec 2003

CAUTION

During some winter months or when endangered by ice, certain aids to navigation are replaced by other types or removed. For details see U.S. Coast Guard Light List.

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 1 for important supplemental information.

Joins page 12¹²_{NSF}

Printed at reduced scale.

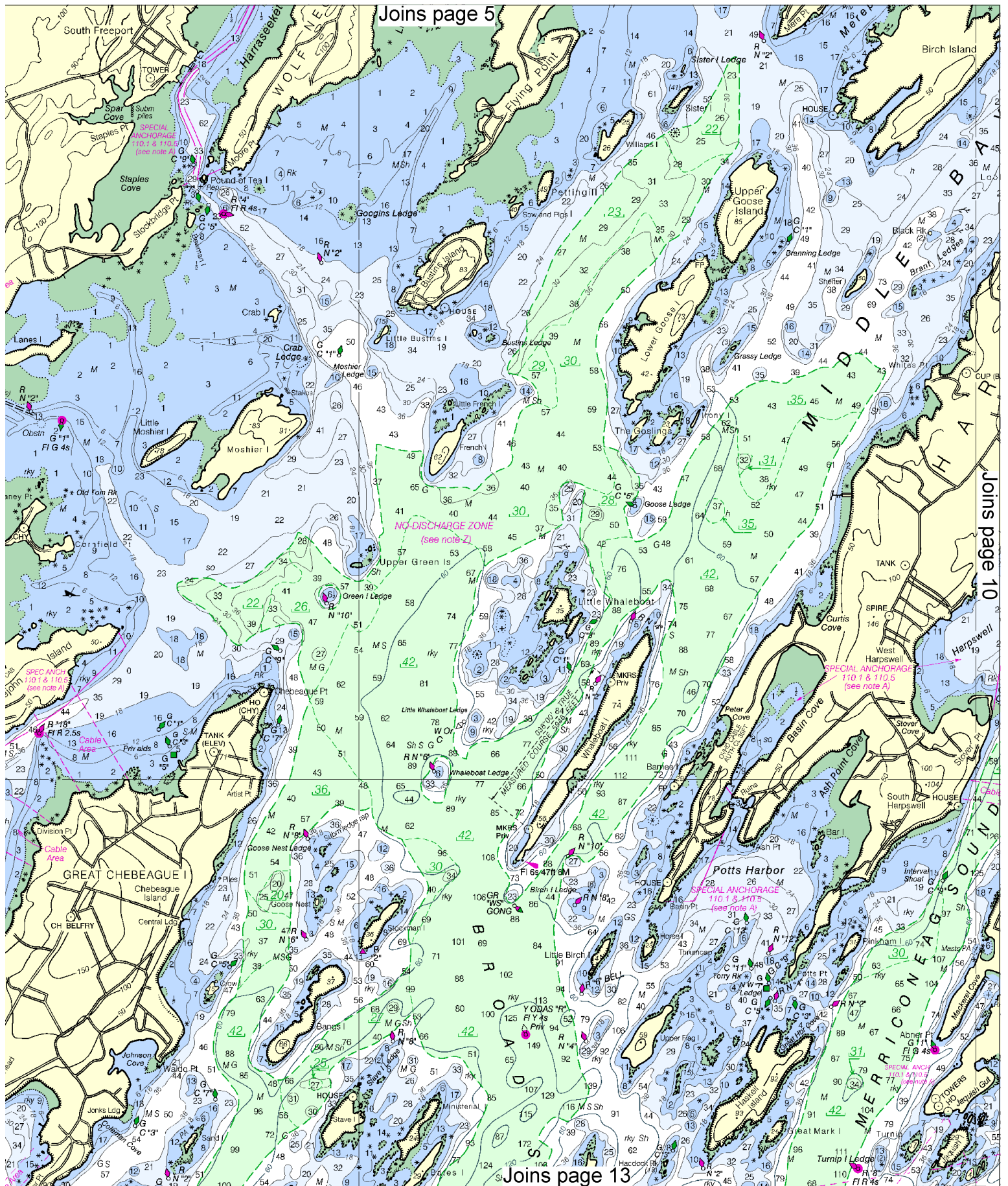
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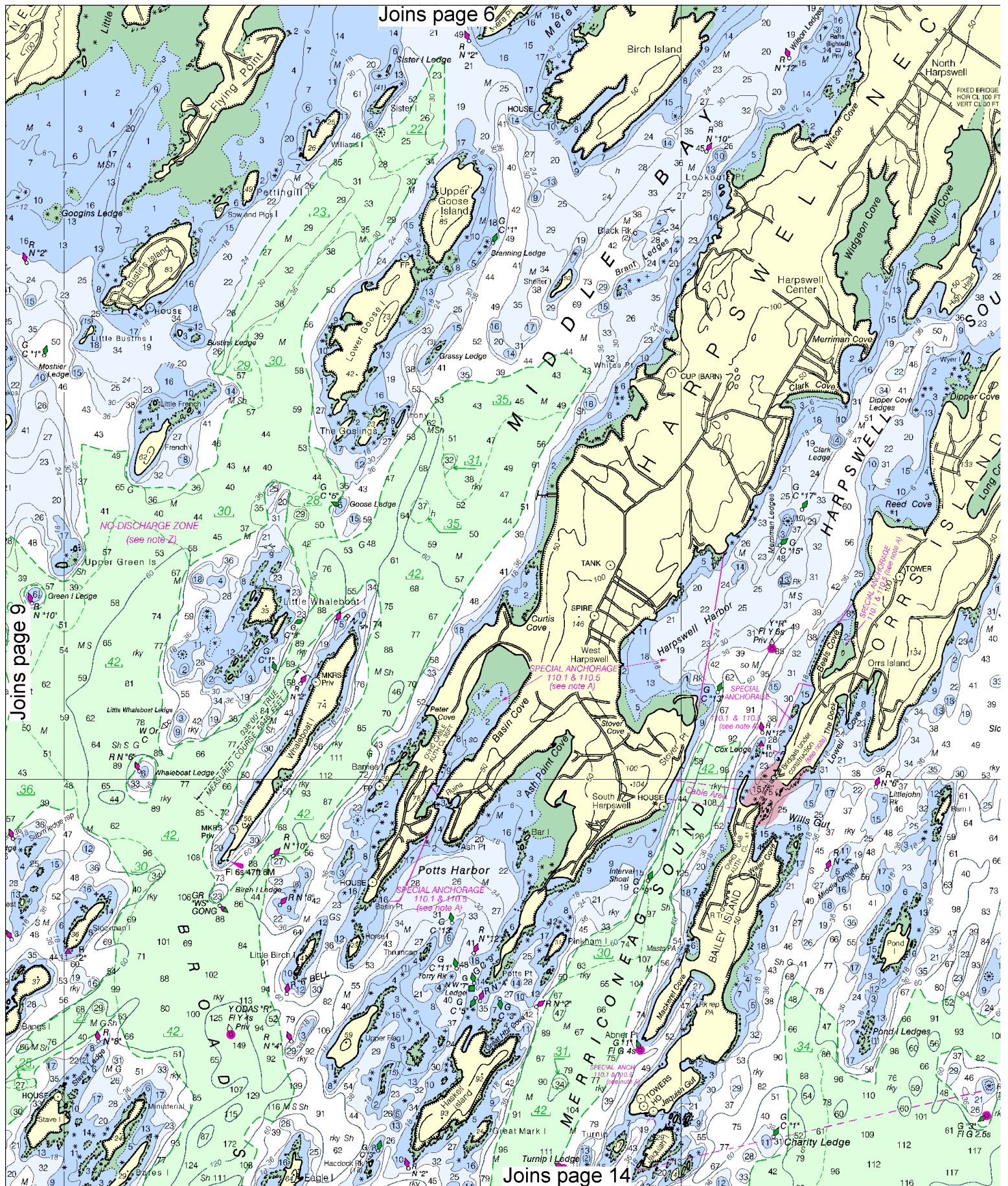
See Note on page 5.



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10

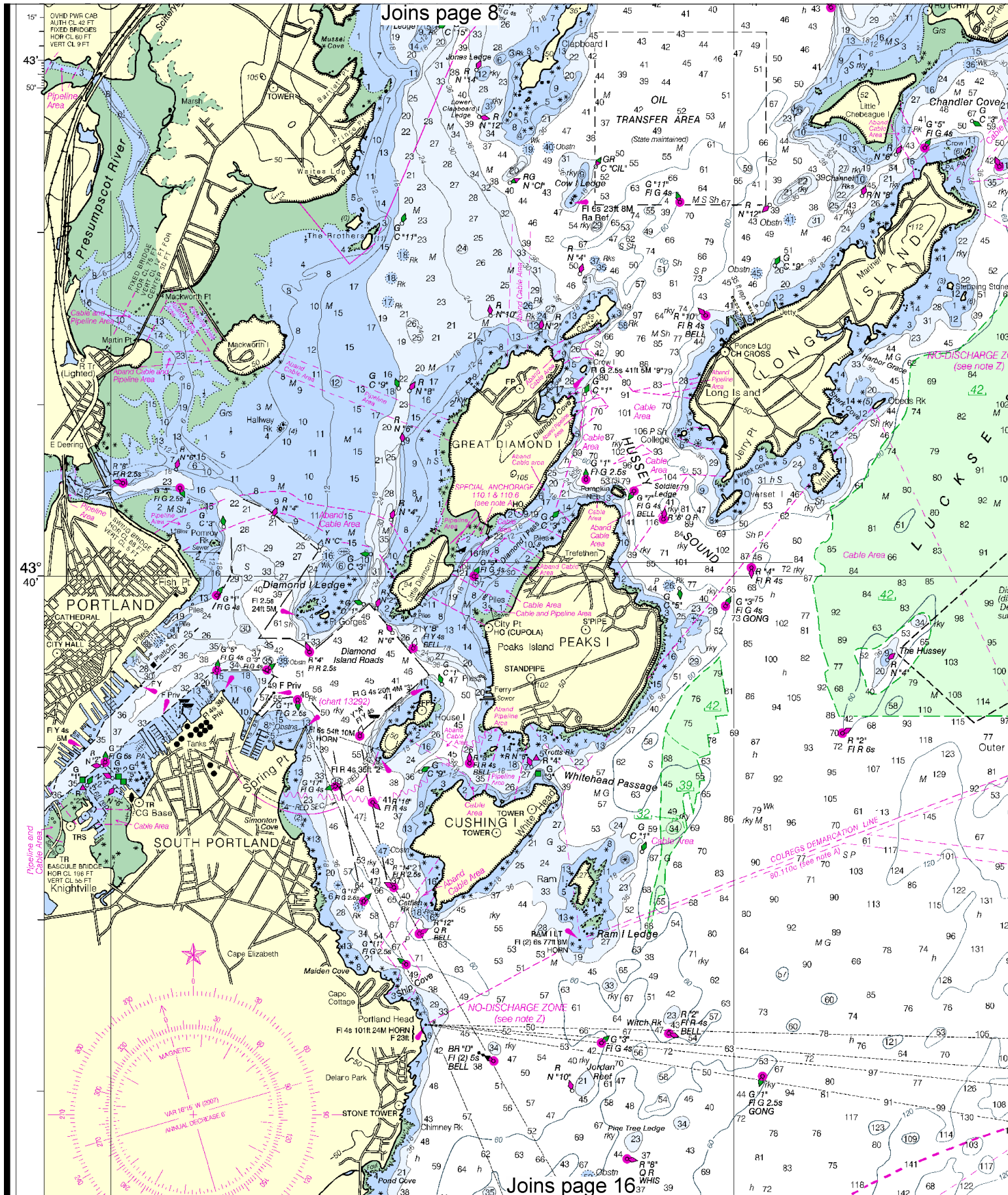


Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.



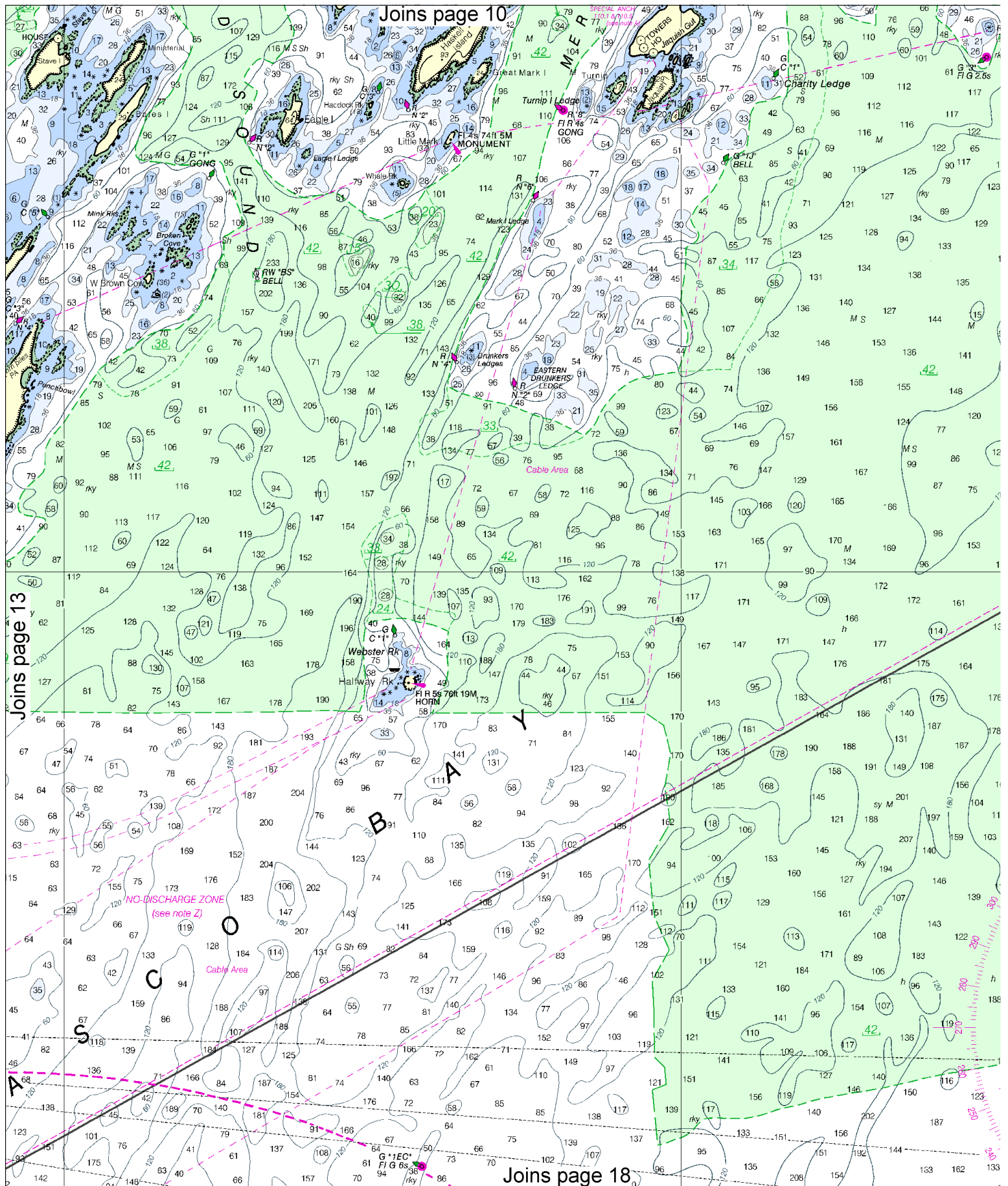


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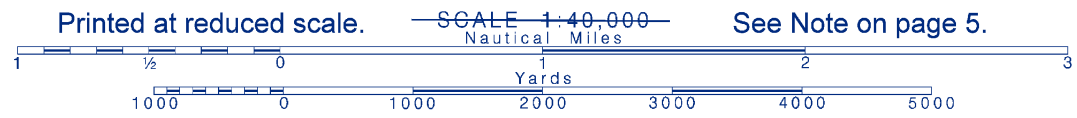


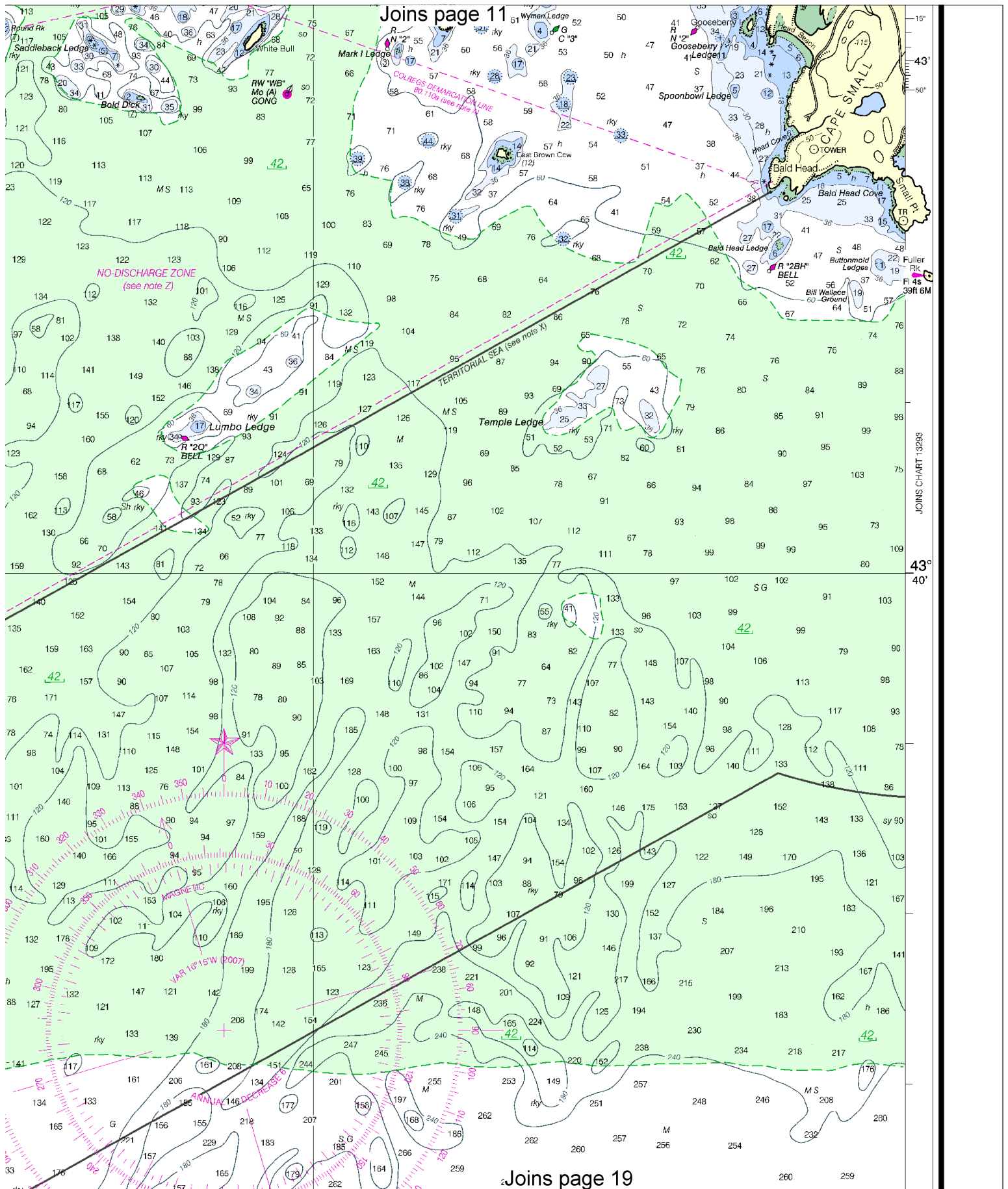
Joins page 14

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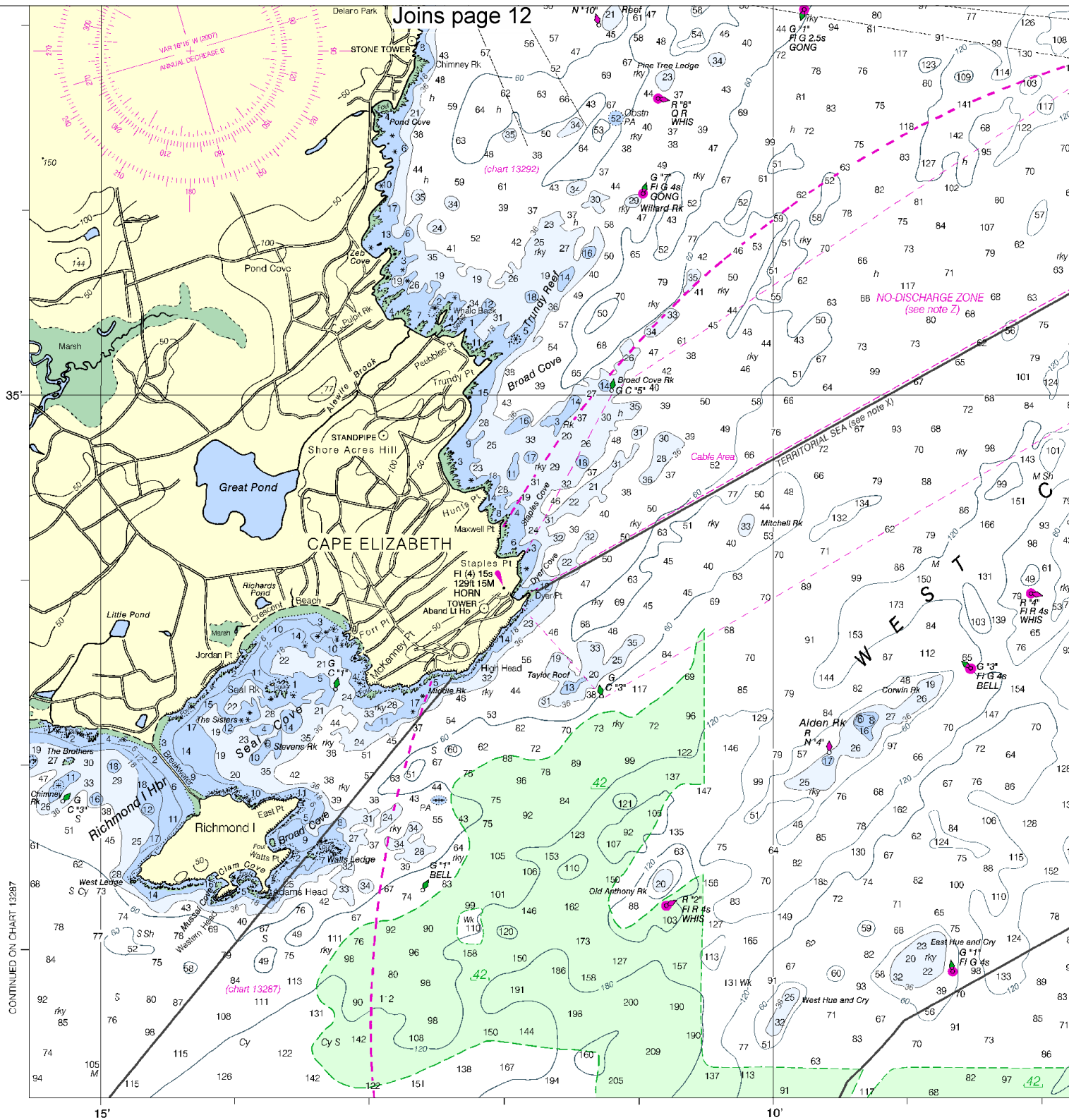


14





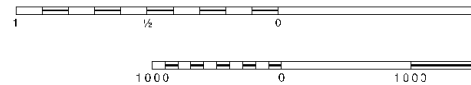
Joins page 12



37th Ed., Mar. / 07 ■ Corrected through NM Mar. 24/07
Corrected through LNM Mar. 20/07

13290

CAUTION
This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.



16

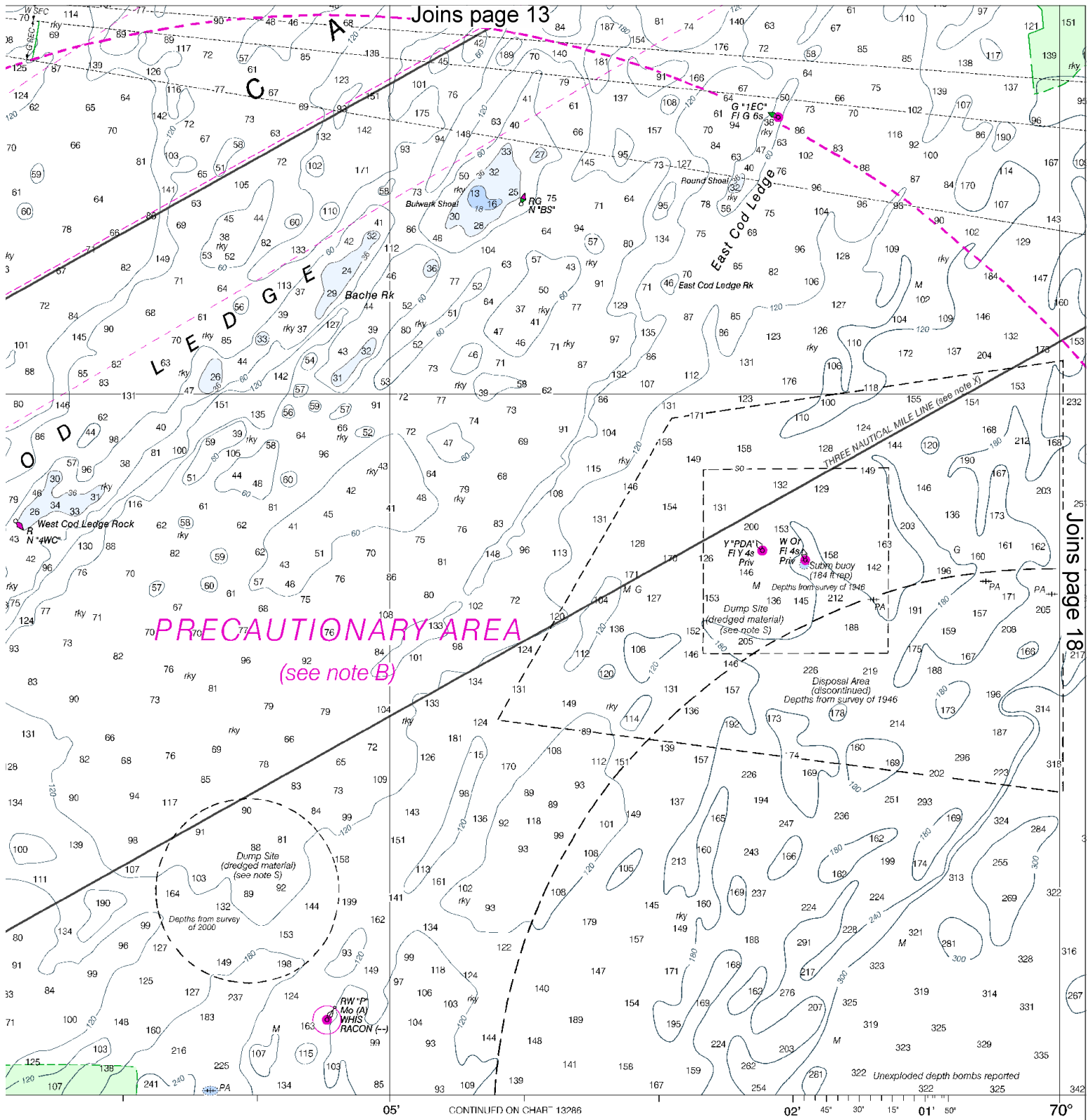


Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

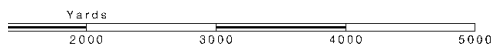
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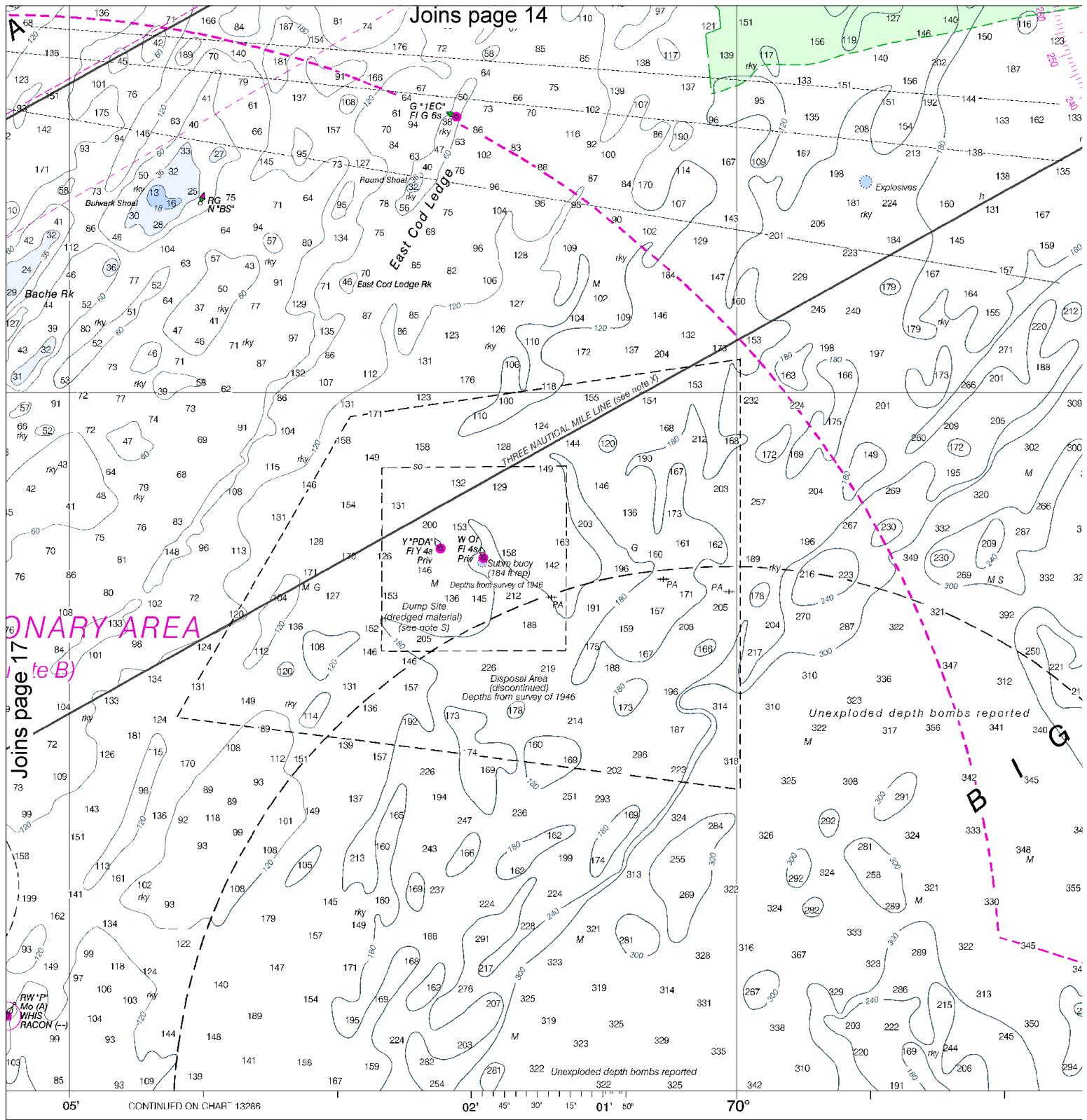


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Nautical Miles

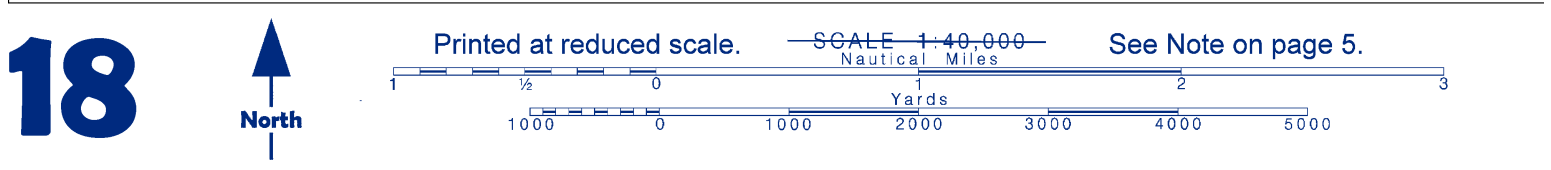


Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

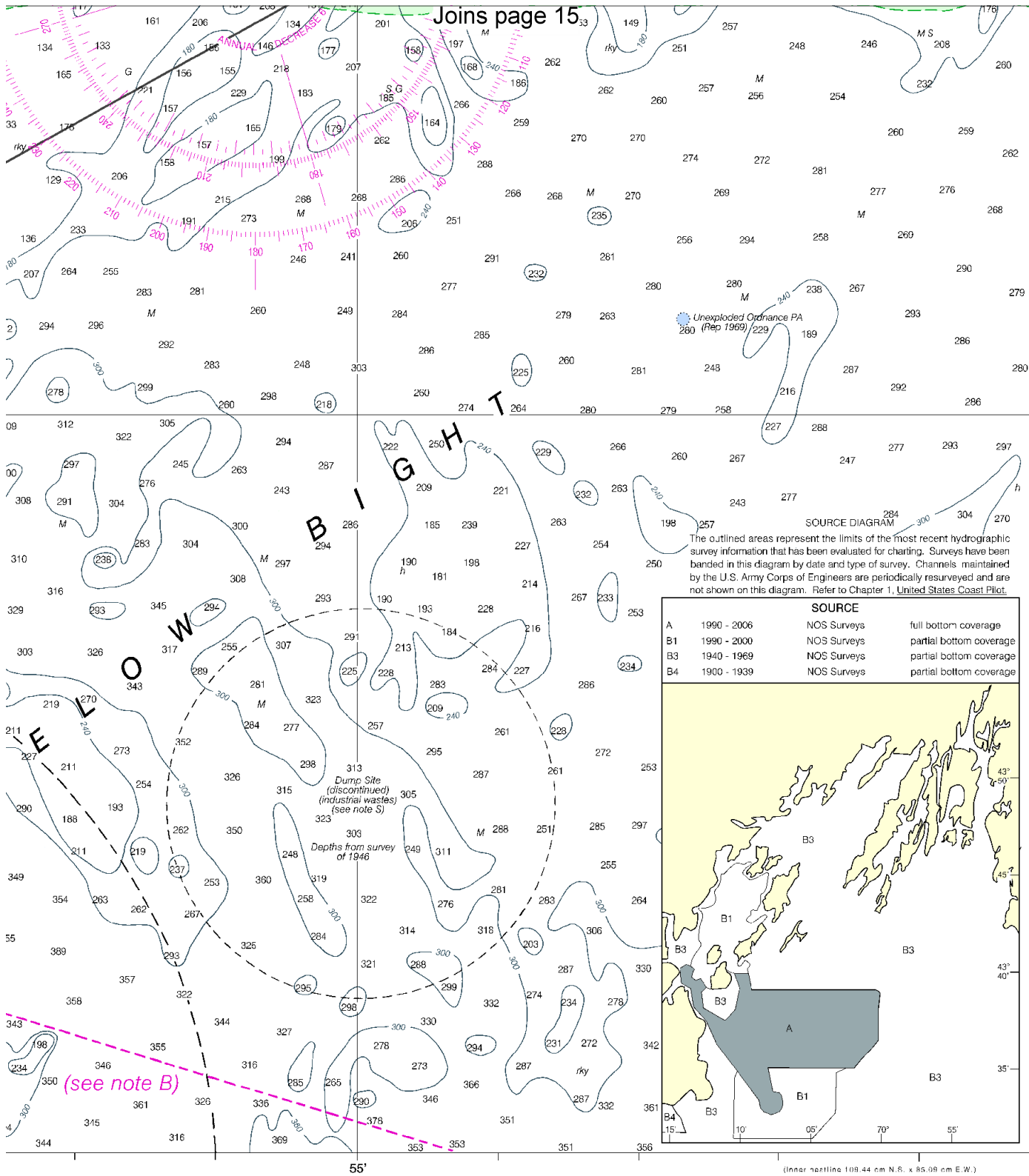


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SOUNDINGS IN FATHOMS



18



CONTINUED ON CHART 13288

FATHOMS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
FEET	6	12	18	24	30	36	42	48	54	60	66	72	78	84	90	96	102
METERS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17

Casco Bay
SOUNDINGS IN FEET - SCALE 1:40,000

13290

ED NO. 37

NSN 7642014010424

NGA REFERENCE NO. 13AHA13290

EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.

Channel 9 – Communications between boats and ship-to-coast.

Channel 13 – Navigation purposes at bridges, locks, and harbors.

Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.

Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

Channels 68, 69, 71, 72 & 78A – Recreational boat channels.

Distress Call Procedures

1. Make sure radio is on.
2. Select Channel 16.
3. Press/Hold the transmit button.
4. Clearly say: "MAYDAY, MAYDAY, MAYDAY."
5. Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
6. Release transmit button.
7. Wait for 10 seconds – If no response Repeat MAYDAY Call.

HAVE ALL PERSONS PUT ON LIFE JACKETS !!

Mobile Phones – Call 911 for water rescue.

Coast Guard South Portland – 207-767-0363/0303

Coast Guard Boothbay Harbor – 207-633-2643

Maine Marine Patrol – 207-657-3030

Coast Guard Atlantic Area Cmd – 757-398-6390

NOAA Weather Radio – 162.400 MHz, 162.425 MHz, 162.450 MHz, 162.475 MHz, 162.500 MHz, 162.525 MHz, 162.550 MHz.

Getting and Giving Help – Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.



NOAA CHARTING PUBLICATIONS

Official NOAA Nautical Charts – NOAA surveys and charts the national and territorial waters of the U.S, including the Great Lakes. We produce over 1,000 traditional nautical charts covering 3.4 million square nautical miles. Carriage of official NOAA charts is mandatory on the commercial ships that carry our commerce. They are used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters. NOAA charts are available from official chart agents listed at: www.NauticalCharts.NOAA.gov.

Official Print-on-Demand Nautical Charts – These full-scale NOAA charts are updated weekly by NOAA for all Notice to Mariner corrections. They have additional information added in the margin to supplement the chart. Print-on-Demand charts meet all federal chart carriage regulations for charts and updating. Produced under a public/private partnership between NOAA and OceanGrafix, LLC, suppliers of these premium charts are listed at www.OceanGrafix.com.

Official Electronic Navigational Charts (NOAA ENC[®]) – ENCs are digital files of each chart's features and their attributes for use in computer-based navigation systems. ENCs comply with standards of the International Hydrographic Organization. ENCs and their updates are available for free from NOAA at www.NauticalCharts.NOAA.gov.

Official Raster Navigational Charts (NOAA RNC[™]) – RNCs are geo-referenced digital pictures of NOAA's charts that are suitable for use in computer-based navigation systems. RNCs comply with standards of the International Hydrographic Organization. RNCs and their updates are available for free from NOAA at www.NauticalCharts.NOAA.gov.

Official BookletCharts[™] – BookletCharts[™] are reduced scale NOAA charts organized in page-sized pieces. The "Home Edition" can be downloaded from NOAA for free and printed. The Internet address is www.NauticalCharts.gov/bookletcharts.

Official PocketCharts[™] – PocketCharts[™] are for beginning recreational boaters to use for planning and locating, but not for real navigation. Measuring a convenient 13" by 19", they have a 1/3 scale chart on one side, and safety, boating, and educational information on the reverse. They can be purchased at retail outlets and on the Internet.

Official U.S. Coast Pilot[®] – The Coast Pilots are 9 text volumes containing information important to navigators such as channel descriptions, port facilities, anchorages, bridge and cable clearances, currents, prominent features, weather, dangers, and Federal Regulations. They supplement the charts and are available from NOAA chart agents or may be downloaded for free at www.NauticalCharts.NOAA.gov.

Official On-Line Chart Viewer – All NOAA nautical charts are viewable here on-line using any Internet browser. Each chart is up-to-date with the most recent Notices to Mariners. Use these on-line charts as a ready reference or planning tool. The Internet address is www.NauticalCharts.gov/viewer.

Official Nautical Chart Catalogs – Large format, regional catalogs are available for free from official chart agents. Page size, state catalogs are posted on the Internet and can be printed at home for free. Go to <http://NauticalCharts.NOAA.gov/mcd/ccatalogs.htm>.

Internet Sites: www.NauticalCharts.NOAA.gov, www.NOAA.gov, www.TidesandCurrents.NOAA.gov, www.NOS.NOAA.gov.